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DEPARTMENT OF CITY PLANNING 450 McALLISTER STREET • SAN FRANCISCO CALIFORNIA 94102

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED

DOCUMENTS DEPT.

MAR 24 1986

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Date of this Notice: March 21, 1986

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister Street - 6th Floor, San Francisco, CA 94102

Agency Contact Person: Carol Roos

Telephone: (415) 558-5261

Project Title: 84.403E:
535 Mission Street

Project Sponsor: Bredero-Northern

Project Contact Person: Courtney Seepie

5/S

on Street, south side between First and Second Streets at
Lots 68 and 83, in Assessor's Block 3721



San Francisco Public Library

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100 Larkin Street, 5th Floor
San Francisco, CA 94102

REFERENCE BOOK

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office, 5,400 sq. ft. of retail, 5,500 sq. ft. of open
basement, and four freight- and service-vehicle loading
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ICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL
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t), and 15065 (Mandatory Findings of Significance), and
mented in the Environmental Evaluation (Initial Study) for

Please see attached Initial Study

Deadline for Filing of an Appeal of this Determination to the City Planning
Commission: March 31, 1986.

D requires: 1) a letter specifying the grounds for the appeal, and;
REF 2) a \$35.00 filing fee.

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1986

Barbara W. Sahm
Barbara W. Sahm, Environmental Review Officer



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450 McAllister Street - 6th Floor, San Francisco, CA 94102

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Telephone: (415) 558-5261

Project Title: 84.403E:
535 Mission Street
Office Building

Project Sponsor: Bredero-Northern

Project Contact Person: Courtney Seepie

Project Address: 531-539 Mission Street, south side between First and Second Streets at
Shaw Alley
Assessor's Block(s) and Lot(s): Lots 68 and 83, in Assessor's Block 3721
City and County: San Francisco

Project Description: Demolition of two buildings (three and four stories; at 531 Mission Street and 535-539 Mission Street). Construction of a 315-ft.-tall, 24-story building with about 266,150 sq. ft. of office, 5,400 sq. ft. of retail, 5,500 sq. ft. of open space, 40 parking spaces in a basement, and four freight- and service-vehicle loading spaces. Requiring building permit (building permit application no. 8409150 S).

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Please see attached Initial Study

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: March 31, 1986.

An appeal requires: 1) a letter specifying the grounds for the appeal, and;
2) a \$35.00 filing fee.

Barbara W. Sahm
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I. PROJECT DESCRIPTION

The proposed project would be the construction of a 24-story, 315-ft.-tall 332,230-gross-sq.-ft. office building on the south side of Mission St. between First and Second Sts. at Shaw Alley (see Figure 1, p. 2) after demolition of the two existing site buildings.

The proposed building would be about 280 ft. to a mechanical level that would extend about 35 ft. higher, for a total height of about 315 ft. (see Figure 2, p. 3). The building would contain a basement parking level with 40 spaces, a ground-floor lobby with retail space, a service level, 21 office floors and a mechanical penthouse. The project would include about 266,150 gross sq. ft. (gsf) of office space, and about 5,400 gsf of ground floor retail space. The second floor would contain, in addition to office space, about 5,500 sq. ft. of open space in an amphitheater and a sun terrace which would be integrated with the adjacent 100 First St. sun terrace. The basement level would contain two service vehicle loading spaces. Two truck loading bays at grade would be accessible directly from Minna St. and basement van loading and parking would be accessible by a ramp adjacent to the loading bays. The Floor Area Ratio (FAR) on the project site would be about 16.3:1. The project would incorporate about 119,270 sq. ft. of transferred development rights (TDRs) from as yet unidentified sites.

The project sponsor is Bredero-Northern of San Francisco. The project architect is Heller & Leake of San Francisco.

The 16,320-sq.-ft. site includes Lots 68 and 83 of Assessor's Block 372I. The site is in the C-3-O (Downtown Office) Use District, and the 550-S Height and Bulk District. The basic allowable Floor Area Ratio is 9:1.

North across Mission St. from the site is Golden Gate University; to the east at the southeast corner of First and Mission Sts. is the Transbay Terminal. Adjacent to the site on the east, a 26-story building is under construction at 100 First St. (83.331E). The garage adjacent to the project site on the east will be roofed and developed with a sun terrace as part of the 100 First St. development. As noted, the project open space would be joined to the 100 First St. sun terrace. Four office developments are under construction or proposed in the project vicinity (see Figure 1). They include 100 First St. (under construction) and three proposed buildings: 526 Mission St., at the northwest

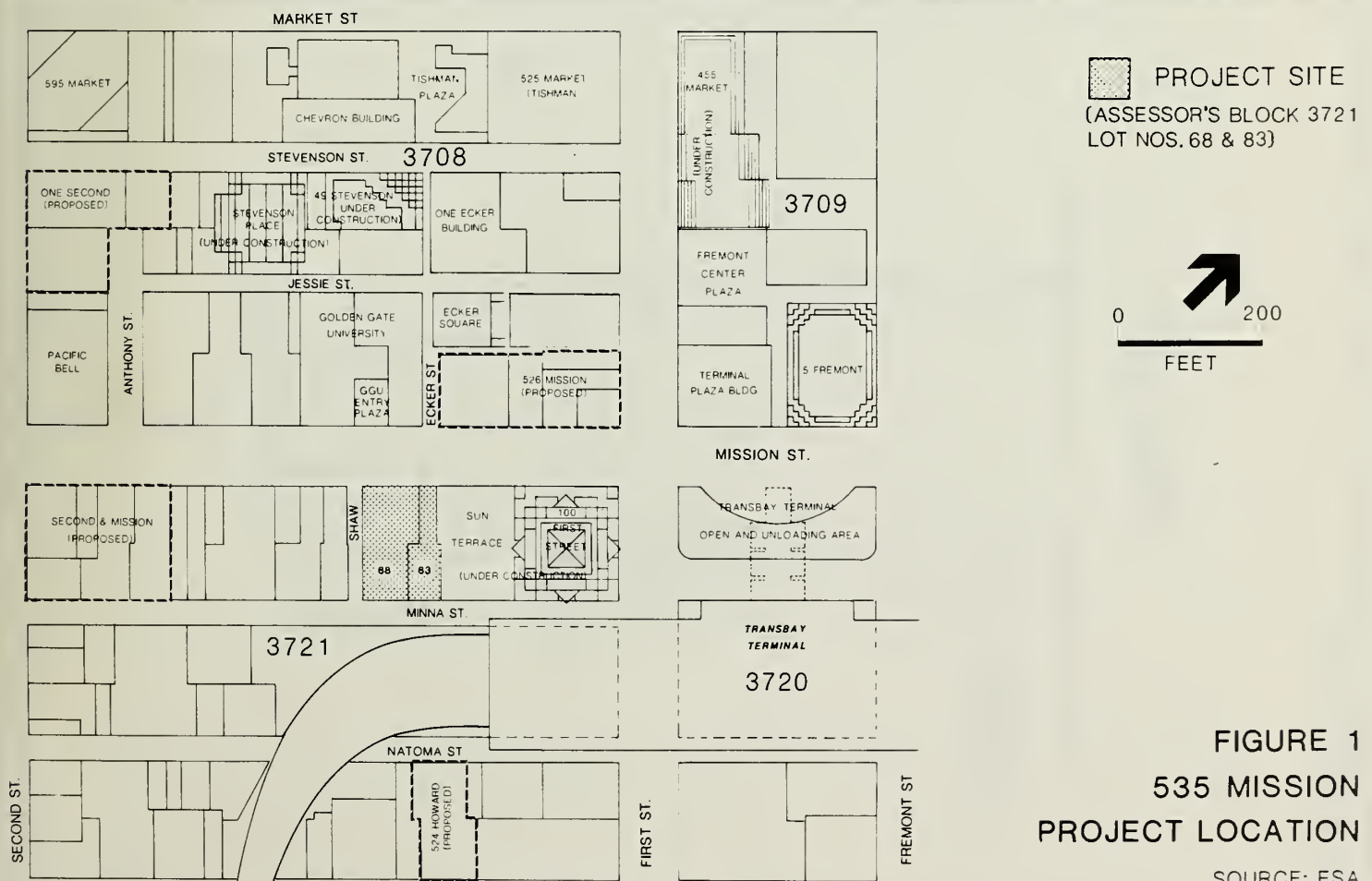
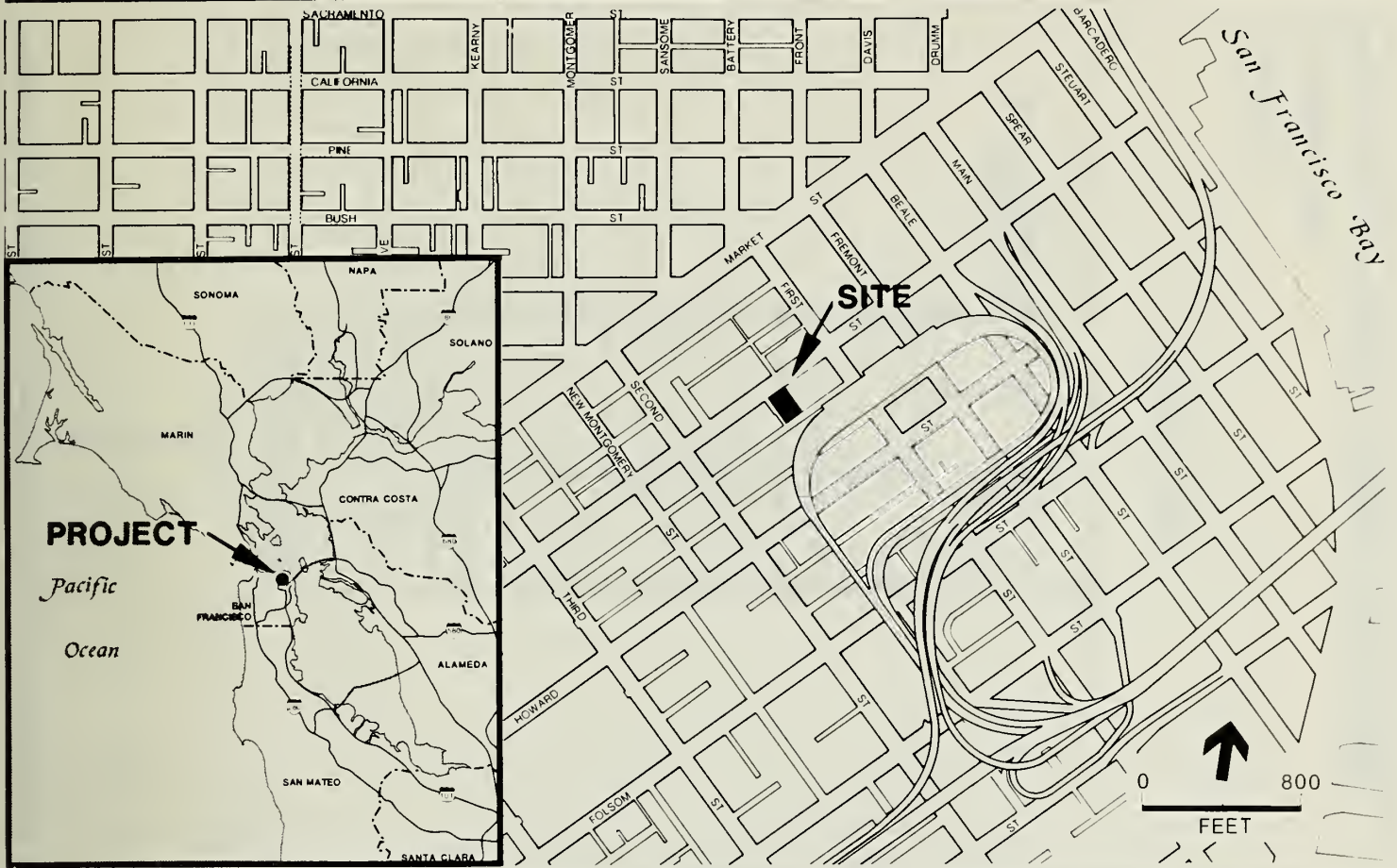


FIGURE 1
535 MISSION
PROJECT LOCATION
 SOURCE: ESA



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<https://archive.org/details/535missionstreet2119sanf>

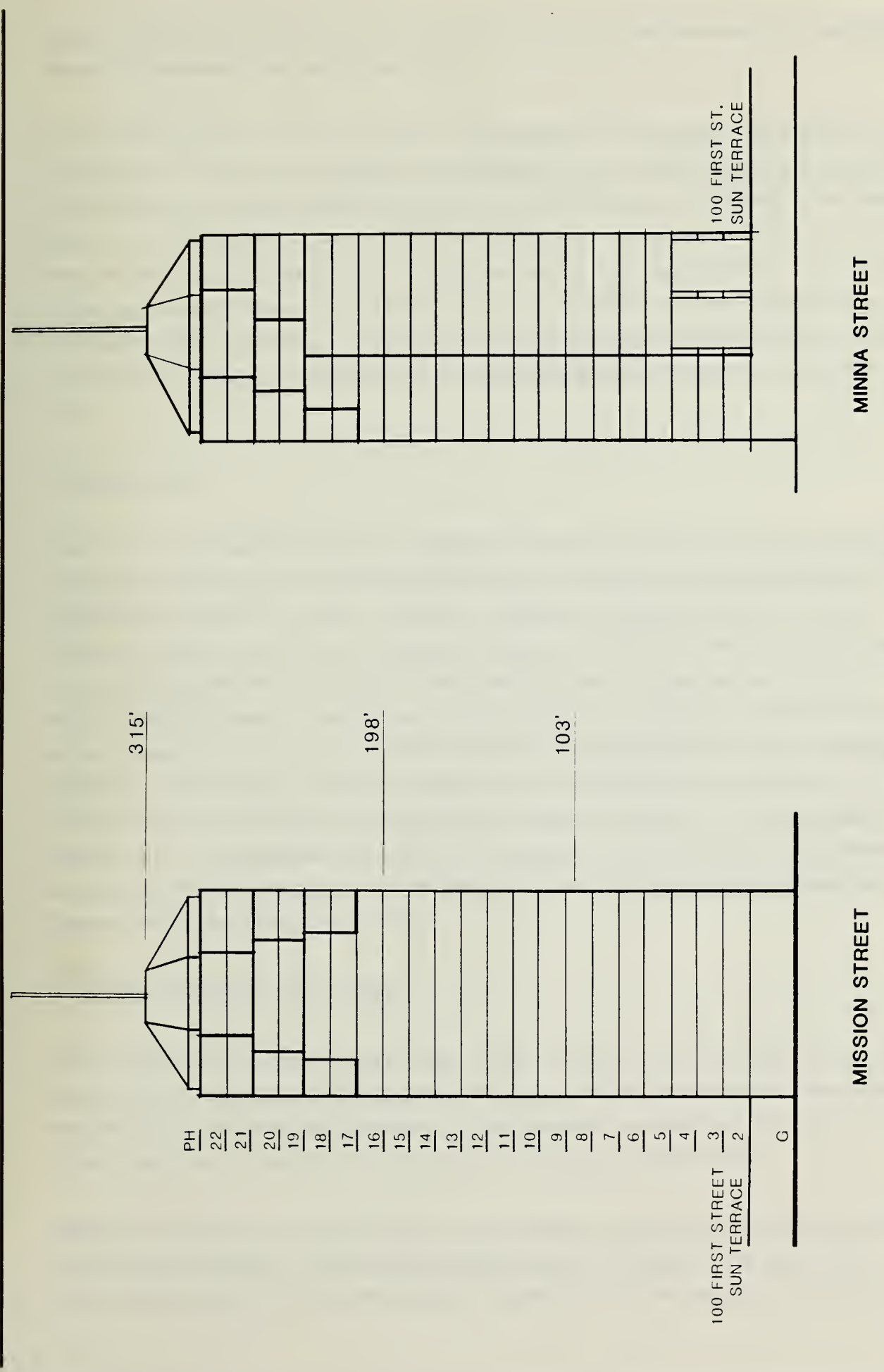


FIGURE 2
535 MISSION
MISSION AND MINNA STREETS ELEVATIONS

SOURCE: HELLER & LEAKE

corner of First and Mission Sts.; One Second St. at Second and Stevenson Sts.; and 524 Howard St. between First and Second Sts.

The site is occupied by two structures: the three-story, 531 Mission St. building on the east part of the site, is occupied by three businesses (two business equipment sales firms and a consulting business); and the four-story, 535-539 Mission St. building on the west part of the site, has two tenants (a toy store and a drapery business). The two buildings contain about 82,500 gross sq. ft. The project would thus add 262,325 net new sq. ft. of office, and would decrease the amount of retail by 15,840 sq. ft., the amount of light manufacturing by 18,540 sq. ft., the amount of downtown support by 19,800 sq. ft., and the amount of storage by 17,880 sq. ft. The 40 parking spaces would be a new use on the site.

INTRODUCTION

This Initial Study has been revised in compliance with the law and to provide a basis for tiering the required environmental impact report. A tiered EIR will be prepared for the proposed 535 Mission St. project, pursuant to Sections 21093 and 21094 of the Public Resources Code, California Environmental Quality Act (CEQA). The EIR will be tiered from the Downtown Plan EIR (EE81.3, certified October 18, 1984) and will analyze project-specific impacts. The EIR will discuss potentially significant effects that were not examined in the Downtown Plan EIR and will include applicable mitigation measures for site specific effects. Cumulative impacts of the development forecast in the C-3 districts to the year 2000 are addressed in the Downtown Plan EIR. That cumulative analysis will not be repeated in the EIR for this project. The Downtown Plan EIR may be examined at the Department of City Planning, 450 McAllister St.; the San Francisco Main Library; and various branch libraries.

Tiered Environmental Impact Report

Where a prior environmental impact report has been prepared and certified for a program, plan, policy or ordinance, the lead agency for a later project that meets the specified requirements is required (as of January 1, 1986) to examine significant effects of the later project upon the environment, with exceptions, by using a tiered report.

Agencies are required to tier EIRs which they prepare for separate but related projects including general plans, zoning changes and development projects, in order to avoid repetitive discussions of the same issues in successive EIRs and ensure that EIRs prepared

for later projects which are consistent with a previously approved policy, plan, program, or ordinance concentrate on environmental effects which may be mitigated or avoided in connection with the decision on each later project. Tiering is appropriate when it helps a public agency to focus on the issues ripe for decision at each level of environmental review and in order to exclude duplicative analysis of environmental effects examined in previous environmental impact reports. Environmental impact reports shall be tiered whenever feasible, as determined by the lead agency.

The law directs that where a prior EIR has been prepared and certified as noted above, the lead agency shall examine significant effects of the later project on the environment by using a tiered EIR, except that the report on the later project need not examine those effects which were either mitigated or avoided as a result of the prior EIR, or, examined at a sufficient level of detail in the prior EIR to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

The Initial Study is to assist the lead agency in making the determinations required for tiering.

On August 9, 1985, an Initial Study was published and a determination made that an EIR was required for development proposed at the project site. That proposal, by the same sponsor, would not be consistent with the Downtown Plan and related requirements of the Planning Code in that it would have had an FAR of 26.9:1. Under the Downtown Plan and Code, the FAR of any development in the C-3 districts may not exceed 18:1. Because the earlier design would have been inconsistent with the Downtown Plan for which the Downtown Plan EIR was prepared and certified, it would not meet this requirement for analysis in a tiered EIR.

The proposal has been redesigned to be consistent with the Downtown Plan, and thus it now meets this requirement for a tiered EIR. This document supersedes the previous Initial Study. This Initial Study examines the potential environmental effects of the revised project and the bases for analysis of those effects in a tiered EIR.

III. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The proposed project is examined in this Initial Study to identify potential effects on the environment. The cumulative impacts of growth in the C-3 districts to the year 2000 were adequately analyzed in the Downtown Plan EIR. That analysis of cumulative impacts remains current and valid and the determination during certification of that EIR regarding significant effects remains unchanged. Some project-specific potential effects have been determined to be potentially significant, and will be analyzed in an environmental impact report (EIR). They include: the relationship of the proposed building to the Master Plan, the relationship of the proposed building to, and its effects on, land use in the project vicinity; urban design; visual quality; shadow and wind; project-related transportation; traffic-generated air quality effects; construction noise; project-related employment; and architectural and cultural resources.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. These items require no further environmental analysis in the EIR:

Glare: The project would not be faced in any mirrored materials (see the mitigation measure on p. 25).

Housing: The project would comply with the Office Affordable Housing Production Program ordinance. Cumulative and indirect effects including those of the project are addressed in the EIR prepared for the Downtown Plan.

Operational Noise: After completion, building operation and project-related traffic would not perceptibly increase noise levels in the project vicinity. Operational noise would be regulated by the San Francisco Noise Ordinance, and the project would conform to the Noise Guidelines of the Master Plan.

Construction Air Quality: Construction of the project would have short-term effects on air quality in the project vicinity. A mitigation measure to reduce particulate and hydrocarbon emissions generated during construction activities to insignificant levels is included in the project (see p. 25).

Utilities/Public Services: The proposed project would increase demand for utilities and public services, but would not require additional personnel or equipment.

Biology: The proposed project would not affect plants or animals, as the site is completely covered by buildings.

Geology/Topography: A preliminary geotechnical report has been prepared for the project and a final detailed geotechnical report would be prepared by a California-licensed engineer prior to commencement of construction. The project sponsor and contractor would follow recommendations made in the final report regarding any excavation and construction on the site. Measures to mitigate potential impacts associated with excavation and dewatering are included in the project (see pp. 25-26).

Water: The proposed project would use an average of about 20,200 gallons of water per day. The project would not affect drainage patterns or water quality, because the site is now covered entirely by impermeable surfaces. See also the mitigation measures discussed above regarding excavation and dewatering.

Energy: The project would be designed to surpass performance standards of Title 24 of the California Administrative Code. Its annual energy budget would be about 90,000 Btu per sq. ft. Peak electrical energy and natural gas use would coincide with PG&E's systemwide peaks. Cumulative and indirect effects including those of the project are addressed in the EIR prepared for the Downtown Plan. Energy consumption mitigation measures would be included as part of the project (see p. 26).

Hazards: The project would neither cause health hazards, nor be affected by hazardous uses. Mitigation measures to reduce any conflicts with the City's Emergency Response Plan are included in the project (see p. 27).

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

N/A Discussed

- | | | | |
|------|---|---|----------|
| 1. | Discuss any variances, special authorization, or changes proposed to the City Planning Code or Zoning Map, if applicable. | — | <u>X</u> |
| * 2. | Discuss any conflicts with the Comprehensive Plan of the City and County of San Francisco, if applicable. | — | <u>X</u> |
| * 3. | Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable. | — | <u>X</u> |

The project would be consistent with the Downtown Plan (with allowable exceptions -- see below) and the zoning for the site, and would thus meet this requirement for a tiered EIR. The project would require exceptions to the Downtown Plan Planning Code, under Section 309 of the Code, regarding setbacks. The project's relationship to the Downtown Plan and Planning Code will be discussed in the EIR.

The project would not conflict with adopted environmental plans or goals.

B. ENVIRONMENTAL EFFECTS. Could the project: Yes No Discussed

1. Land Use

- | | | | | |
|------|--|----------|----------|----------|
| * a. | Disrupt or divide the physical arrangement of an established community? | — | <u>X</u> | — |
| b. | Have any substantial impact upon the existing character of the vicinity? | <u>X</u> | — | <u>X</u> |

The project would be an intensification and expansion of existing office uses, and would replace the office-support type of uses on the site. The project's relationship to area land uses will be discussed in the EIR.

2. Visual Quality. Could the project: Yes No Discussed

- | | | | | |
|------|--|----------|----------|----------|
| * a. | Have a substantial, demonstrable negative aesthetic effect? | <u>X</u> | — | <u>X</u> |
| b. | Substantially degrade or obstruct any scenic view or vista now observed from public areas? | — | <u>X</u> | <u>X</u> |
| c. | Generate obtrusive light or glare substantially impacting other properties? | — | <u>X</u> | <u>X</u> |

The project's appearance and possible effects on views will be discussed in the EIR. Mirrored glass would not be used in the project; the building would not result in glare affecting other properties. (See the mitigation measure on p. 25.) The EIR will, therefore, not discuss glare.

3. Population. Could the project: Yes No Discussed

- | | | | | |
|------|--|---|----------|----------|
| * a. | Induce substantial growth or concentration of population? | — | <u>X</u> | <u>X</u> |
| * b. | Displace a large number of people (involving either housing or employment)? | — | <u>X</u> | <u>X</u> |
| c. | Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply? | — | <u>X</u> | <u>X</u> |

* Derived from State EIR Guidelines, Appendix C, normally significant effect.

Project specific employment information regarding number and type of employees on the site, with existing conditions and with the project, will be included in the EIR.

The project would generate a demand for 96 dwelling units according to the Office Affordable Housing Production Program formula. The project must comply with the OAHPP, Ordinance No. 358-85. Cumulative and indirect effects including those of this project are addressed, and may be found, in the Downtown Plan EIR. That analysis will not be repeated in the 535 Mission St. EIR.

The Downtown Plan EIR concluded that population effects resulting from development in the C-3 districts under the Downtown Plan would not be significant. That conclusion would remain true with the project. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister St., 6th Floor; the San Francisco Main Library; and various branch libraries.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
4. <u>Transportation/Circulation.</u> Could the project:			
* a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	—	<u>X</u>	<u>X</u>
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	—	<u>X</u>	<u>X</u>
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	—	<u>X</u>	<u>X</u>
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	<u>X</u>	—	<u>X</u>

The project would provide 40 parking spaces where none now exist. With this number of parking spaces, localized traffic impacts from the project would not be expected to be measurably worse with the project than with existing conditions. However, the localized transportation impacts of the project will be analyzed in the EIR.

The cumulative transportation effects of development in the C-3 districts including the project are analyzed in the Downtown Plan EIR. The Planning Commission in certifying the Downtown Plan EIR determined that cumulative transportation impacts would have

a significant impact. The cumulative analysis in the Downtown Plan regarding transportation will be incorporated by reference into the 535 Mission St. EIR, and the project effects in relation to cumulative impacts will be discussed. The analysis in the Downtown Plan EIR remains current regarding future and project conditions.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
5. <u>Noise</u> . Could the project:			
* a. Increase substantially the ambient noise levels for adjoining areas?	—	<u>X</u>	<u>X</u>
b. Violate Title 25 Noise Insulation Standards, if applicable?	—	<u>X</u>	<u>X</u>
c. Be substantially impacted by existing noise levels?	—	<u>X</u>	<u>X</u>

Demolition, excavation and building construction would temporarily increase noise in the site vicinity. Project construction noise and its possible effects on sensitive receptors will be addressed in the EIR.

The noise environment of the site, like all of downtown San Francisco, is dominated by vehicular traffic noise. The Downtown Plan EIR indicates a day-night average noise level (Ldn) of 72 dBA on Mission St. adjacent to the site in 1984./1,2/ The Environmental Protection Element of the San Francisco Master Plan contains guidelines for determining the compatibility of various land uses with different noise environments. For office uses the guidelines recommend no special noise control measures in an exterior noise environment up to an Ldn of 70 dBA. For noise levels of 75 dBA and above, the guidelines recommend an analysis of noise reduction requirements and inclusion of noise insulation features in the building design. The project sponsor has indicated that noise insulation measures would be included as part of the design (see p. 25). The proposed structure would not include housing, so State Title 25 Noise Standards would not be applicable.

Project operation would not result in perceptibly greater noise levels than those existing in the area. The amount of traffic generated by the project during any hour of the day, and cumulative traffic increases at the time of project completion, would cause traffic noise levels to increase by one dBA or less. To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required; traffic increases of this magnitude would not occur with anticipated cumulative development including the project./3/

The project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project site and surrounding area are within a C-3-0 district. In this district, the ordinance limits equipment noise levels at the property line to 70 dBA between 7 a.m. and 10 p.m. and 60 dBA between the hours of 10 p.m. and 7 a.m. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the noise environment at the site. The project engineer and architect would include design features in the building to limit mechanical equipment noise levels to 60 dBA. As equipment noise would be limited to 60 dBA to meet the nighttime limit, it would not be perceptible above the ambient noise levels in the project area; operational noise requires no further analysis and will not be included in the EIR.

NOTES - Noise

/1/ San Francisco Department of City Planning, Downtown Plan Environmental Impact Report (EIR), EE81.3, certified October 18, 1984, Vol. 1, Table IV.J.2.

/2/ dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise.

/3/ See Downtown Plan EIR (EE81.3) Vol. 1, Continuous Section IV.E. generally and Section IV.J., pp. IV.J.8-18. Increases of 1 dBA or less in environmental noise are not noticeable by most people outside a laboratory situation (National Academy of Sciences, Highway Research Board, Research Report No. 117 (1971)). See also FHWA Highway Traffic Noise Prediction Model, Report #FHWA-RD-77-108, December 1978, p. 8, regarding doubling of traffic volumes producing increases of 3 dBA or more, which are noticed by most people.

6. <u>Air Quality/Climate</u> . Could the project:		<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* a.	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	—	<u>X**</u>	<u>X</u>
* b.	Expose sensitive receptors to substantial pollutant concentrations?	—	<u>X</u>	<u>X</u>
c.	Permeate its vicinity with objectionable odors?	—	<u>X</u>	—
d.	Alter wind, moisture or temperature (including sun shading effects), so as to substantially affect public areas, or change the climate either in the community or the region?	<u>X</u>	—	<u>X</u>

** The site specific traffic impacts created by this project are not expected to be significant, as noted in the earlier discussion. However, the localized air quality effects of the project will be discussed in the EIR.

Demolition, grading and other construction activities would temporarily affect local air quality for about 18 months, causing a temporary increase in particulate dust and other pollutants. Dust emissions during demolition and excavation would increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 ft. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases as well as sensitive electronics or communications equipment. The project sponsor would require the contractor to wet down the construction site twice a day during construction to reduce particulates by at least 50% (see p. 25).

Diesel-powered equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. This would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards. The project sponsor would require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions (see p. 25). Construction air quality effects require no further analysis.

The cumulative effects on air quality of traffic emissions from traffic generated by development in the C-3 districts, including the project, are analyzed in the Downtown Plan EIR. The Planning Commission in certifying the Downtown Plan EIR determined that cumulative air quality effects would have a significant impact. The cumulative analysis in the Downtown Plan EIR regarding air quality will be incorporated by reference and the project effect in relation to cumulative effects will be discussed. The analysis and conclusions of the Downtown Plan EIR remain current regarding future and project conditions.

Existing buildings on the site are two and three stories. There are a number of publicly accessible open spaces in the project vicinity. For example, Golden Gate University, with terrace seating areas and an entry plaza, is north across Mission St. from the site. The Fremont Center plaza is northeast and across Mission and First Sts. from the site. Tishman Plaza is located at the north end of Ecker St. in the block north of the project site. The proposed building's shading effect on these open spaces, the passenger unloading

and open area in front of the Transbay Terminal (a portion of which is planned as public open space), and sidewalks and structures near the project, will be discussed in the EIR. Shadows on the adjacent publicly accessible garage rooftop sun terrace and the project's open space will also be discussed. The analysis will include sun path and shadow diagrams.

Section 148 of the Planning Code establishes comfort criteria of 11 mph equivalent wind speed for pedestrian areas and 7 mph for seating areas, not to be exceeded more than 10% of the time, year-round between 7:00 a.m. and 6:00 p.m. In order to determine the wind effects of the project and its compliance with the Downtown Plan wind criteria, wind tunnel tests will be conducted. The analysis of project wind effects will be discussed in the project EIR.

7. <u>Utilities/Public Services.</u> Could the project:		<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* a.	Breach published national, state or local standards standards relating to solid waste or litter control?	—	<u>X</u>	—
* b.	Extend a sewer trunk line with capacity to serve new development?	—	<u>X</u>	<u>X</u>
c.	Substantially increase demand for schools, recreation or other public facilities?	—	<u>X</u>	<u>X</u>
d.	Require major expansion of power, water, or communications facilities?	—	<u>X</u>	<u>X</u>

The Downtown Plan EIR concluded that demand for utilities and public services resulting from development in the C-3 districts under the Downtown Plan would not be significant. The project would fall within this development forecast. The Downtown Plan EIR analysis remains current and valid for future and project conditions. The Downtown Plan EIR (EE81.3, Final EIR, certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister St., 6th Floor; the San Francisco Main Library and various branch libraries. This topic requires no further analysis in the EIR.

8. <u>Biology.</u> Could the project:		<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* a.	Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	—	<u>X</u>	—
* b.	Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	<u>X</u>	<u>X</u>
c.	Require removal of substantial numbers of mature, scenic trees?	—	<u>X</u>	—

The site is covered by impervious surfaces. The project would not affect plant or animal habitats. This topic will not be discussed in the EIR.

9. Geology/Topography. Could the project:

- | | | | | |
|------|---|---|----------|----------|
| * a. | Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)? | — | <u>X</u> | <u>X</u> |
| b. | Change substantially the topography or any unique geologic or physical features of the site? | — | <u>X</u> | — |

The project site is at one ft., San Francisco City Datum (SFD)./1/ Soils at the site are composed of a mixture of man-made fill and natural dune sand in the uppermost layers to natural deposits of dense to very dense sands, silts and clays at the lower layers. The upper 15 to 23 ft. of soil is primarily loose to medium-dense dune sand (to about -10 ft. SFD) and very dense sand (below the medium dense sand layer) which is underlain by 18 to 22 ft. of silts and clays mixed with varying amounts of sand. Below this latter layer are 35 ft. and more of very dense sands and clays with occasional dense silt. Below this level is sand mixed with varying amounts of silt and clay. Bedrock was not encountered; however, published geologic data indicate that bedrock is believed to exist at a depth of approximately 250 ft. below street grade./2/ Groundwater was encountered at about 13 ft. below sidewalk grade one day after test drilling./2/

Excavation for the project foundation and basement parking garage would be conducted to a depth of about -10 ft. SFD. This would be to about the same depth as the existing basements on the site. A pile foundation is proposed.

Dewatering may be required during excavation, especially in the area of pile caps. Dewatering could cause some settlement of nearby buildings. The project would include measures to mitigate this potential impact (see pp. 25-26).

Pit walls would be shored up to prevent lateral movement during excavation. Adjacent structures might need to be underpinned, should excavation go below the base of their foundations, to avoid such damage as cracking of walls or foundations or sagging of floors. The building contractor must comply with the San Francisco Building Code and the Excavation Standards of the California Occupational Safety and Health Agency.

Pre-construction surveys of adjacent streets and buildings would be conducted if so recommended in the final soils report and would determine what measures, if any, would be needed to protect these structures.

Loose man-made fill and sand are low-quality foundation supporting soils. To avoid building settlement and similar problems encountered when building on this type of soil, the project foundations would include use of precast concrete piles driven to dense sands below the loose man-made fill and sand layers to support the structure. Vibration and noise effects of pile driving on adjacent uses will be addressed in the EIR.

The closest active faults to San Francisco are the San Andreas Fault, about 9 miles southwest of Downtown, and the Hayward and Calaveras Faults, about 15 and 30 miles east of Downtown, respectively. The project area would experience Very Strong (Intensity Level C, masonry badly cracked with occasional collapse, frame buildings lurched when on weak underpinning with occasional collapse) groundshaking during a major earthquake./3/ The site is not within an area of liquefaction or subsidence./4/ It is not within an area of potential tsunami or seiche flooding./5/

The project sponsor would follow the recommendations of structural and foundation reports to be prepared for the project for any excavation and construction on the site. The building must meet current seismic engineering standards of the San Francisco Building Code which include earthquake-resistant design and materials. The Code is designed to allow for some structural damage to buildings but not collapse during a major earthquake (see also the mitigation measures on p. 27 for the project's emergency response plan).

The project would replace two buildings on the site built prior to current seismic code standards, and therefore generally more susceptible to earthquake damage.

The project would not have a substantial effect on geology or topography; this topic requires no further discussion in the EIR.

NOTES - Geology/Topography

/1/ San Francisco City Datum establishes the City's "0" point for surveying purposes at approximately 8.6 feet above mean sea level.

/2/ Harding Lawson Associates, August 30, 1984, Preliminary Geotechnical Soils Investigation, 535 Mission Street Building, available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister St. A final report will be prepared for the project.

/3/ URS/John A. Blume and Associates, San Francisco Seismic Safety Investigation, 1974. Groundshaking intensities that would result from a major earthquake were projected and classified on a five-point scale ranging from E (Weak) through A (Very Violent).

/4/ Liquefaction is the transformation of granular material, such as loose, wet sand, into a fluid-like state similar to quicksand. Subsidence is a lowering of the ground surface from settlement of fill or alluvium. This can occur from groundshaking, withdrawal of groundwater, or other causes.

/5/ A.W. Garcia and J.R. Houston, Type 16 Flood Insurance Study: Tsunami Predictions for Monterey and San Francisco Bays and Puget Sound, Federal Insurance Administration, Department of Housing and Urban Development, November 1975. Maximum flood elevations for earthquake-induced tsunamis have been estimated to be about elevation -3.5 ft. for a 100-year event and 0.5 ft. for a 500-year event (elevations from San Francisco Datum, 8.64 ft. above mean sea level), both of which would be below site grade.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
10. <u>Water</u> . Could the project:			
* a. Substantially degrade water quality, or contaminate a public water supply?	—	<u>X</u>	<u>X</u>
* b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	—	<u>X</u>	<u>X</u>
* c. Cause substantial flooding, erosion or siltation?	—	<u>X</u>	—

As discussed above, excavation depth might be below the groundwater level, and dewatering could be required, especially in the area of pile caps. Dewatering could produce some localized subsidence, which could damage streets or older buildings in the immediate site vicinity. The sponsor has agreed to measures to mitigate effects of dewatering (see pp. 25-26). Site runoff would drain into the City's combined sanitary and storm sewage system. The project would not affect drainage patterns or water quality because the site is now covered entirely with impermeable surfaces. No further analysis of this topic is required in the EIR.

11. Energy/Natural Resources. Could the project:

Yes No Discussed

- | | | | | |
|------|---|---|----------|----------|
| * a. | Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner? | — | <u>X</u> | <u>X</u> |
| b. | Have a substantial effect on the potential use, extraction, or depletion of a natural resource? | — | <u>X</u> | <u>X</u> |

Annual electric energy consumption by existing uses on the site (retail, light manufacturing, storage) is about 270,000 kilowatt hours (kWh) of electricity, equal to about 2.8 billion Btu at the source;/1,2/ natural gas use is negligible./1/

Removal of existing structures would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about 510 billion Btu of gasoline, diesel fuel, natural gas and electricity./3/ Distributed over the estimated 50-year life of the project, this would be about 10 billion Btu per year, or about 36% of annual building energy requirements.

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Administrative Code. Documentation showing compliance with these standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

Table 1, p. 18, shows the estimated operational energy which would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 920 kW, an estimated 0.006% of PG&E's peak load of about 16,000 MW./4/ Project demand for natural gas during PG&E's peak natural gas load periods, January mornings, would be 12 million Btu per day, or about 0.3% of PG&E's peak load of about 3.7 billion Btu per day./4/ Annual and peak daily electricity and natural gas consumption are shown in Figures 3 and 4, pp. 19 and 20. Measures to reduce energy consumption are included as part of the project (see p. 26).

TABLE 1: ESTIMATED PROJECT ENERGY USE/a/

Daily Natural Gas Consumption/b/

Estimated natural gas consumption per sq. ft.	20 Btu/c/
Estimated peak daily natural gas consumption	120 therms

Monthly Electrical Consumption/b/

Estimated electrical consumption per sq. ft.	0.7 kwh (7,165 Btu)/d/
Estimated total electrical consumption	227,800 kwh (2.3 billion Btu)

Annual Consumption

Estimated total annual natural gas consumption	22,500 therms (2.24 billion Btu)
Estimated total annual electrical consumption	2.73 million kwh (28 billion Btu)
Connected kilowatt load	3,200 kilowatts
Estimated total annual energy consumption	28 billion Btu (5,000 barrels of oil)

/a/ Energy use includes space conditioning, service water heating and lighting in accordance with allowable limits under Title 24. Estimated electricity includes an additional 4 kwh/sq. ft./yr., consumed by appliances such as typewriters, computers, coffeemakers, etc., than assumed by Title 24 estimates.

/b/ Electricity and gas consumption were calculated for the project by Glumac & Associates. These calculations are available for review at the Office of Environmental Review, 450 McAllister St.

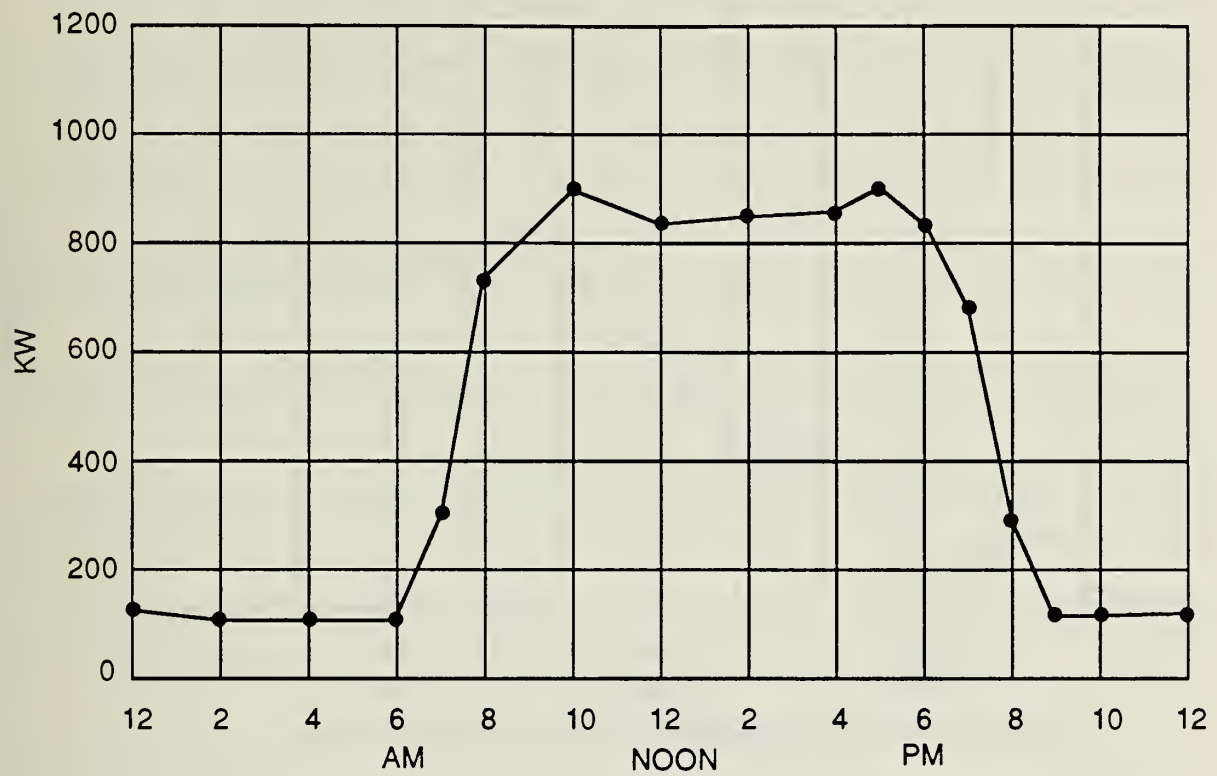
/c/ Btu (British thermal unit): a standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit (251.97 calories) at sea level.

/d/ Energy Conversion Factors:

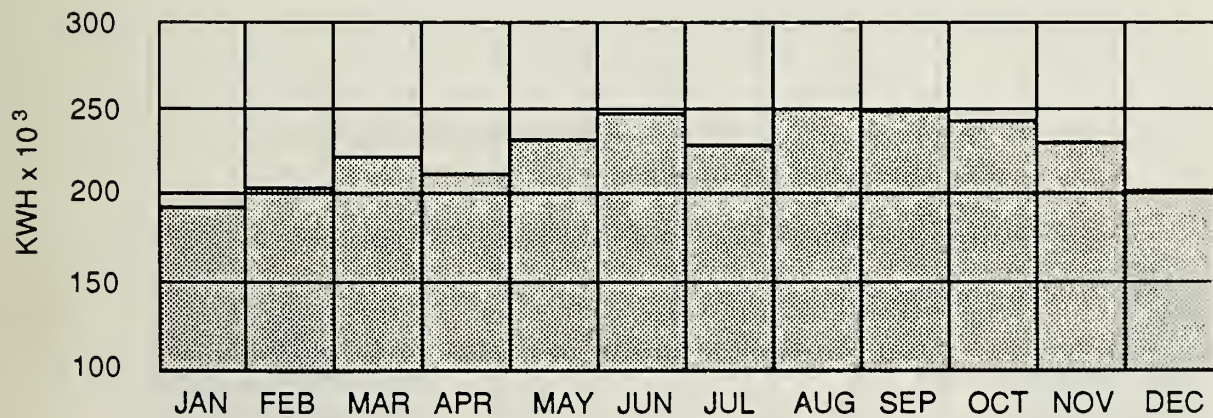
one gallon gasoline	= 125,000 Btu
one kilowatt hour (kWh)	= 10,239 Btu
one therm	= 100,000 Btu
one cubic foot of natural gas	= 1,100 Btu at source
one barrel of oil	= 5,600,000 Btu

SOURCE: Glumac & Associates; ESA, Inc.; and Department of City Planning.

Project-related transportation would cause additional, off-site energy consumption. Annual project-related trips (about 97,000 auto vehicle trip ends [vte], 50,000 bus person trip ends [pte], 11,000 train pte, 8,000 ferry pte, 14,000 jitney/van/taxi/motorcycle/charter bus pte, 195,000 BART pte, and 185,000 Muni electric pte) would require about 68,000 gallons of gasoline and diesel fuel and about 0.9 million kWh of electricity



PEAK DAY ELECTRICAL LOAD DEMAND BY HOUR (AUGUST)



ANNUAL CONSUMPTION OF ELECTRICITY BY MONTH

FIGURE 3

535 MISSION

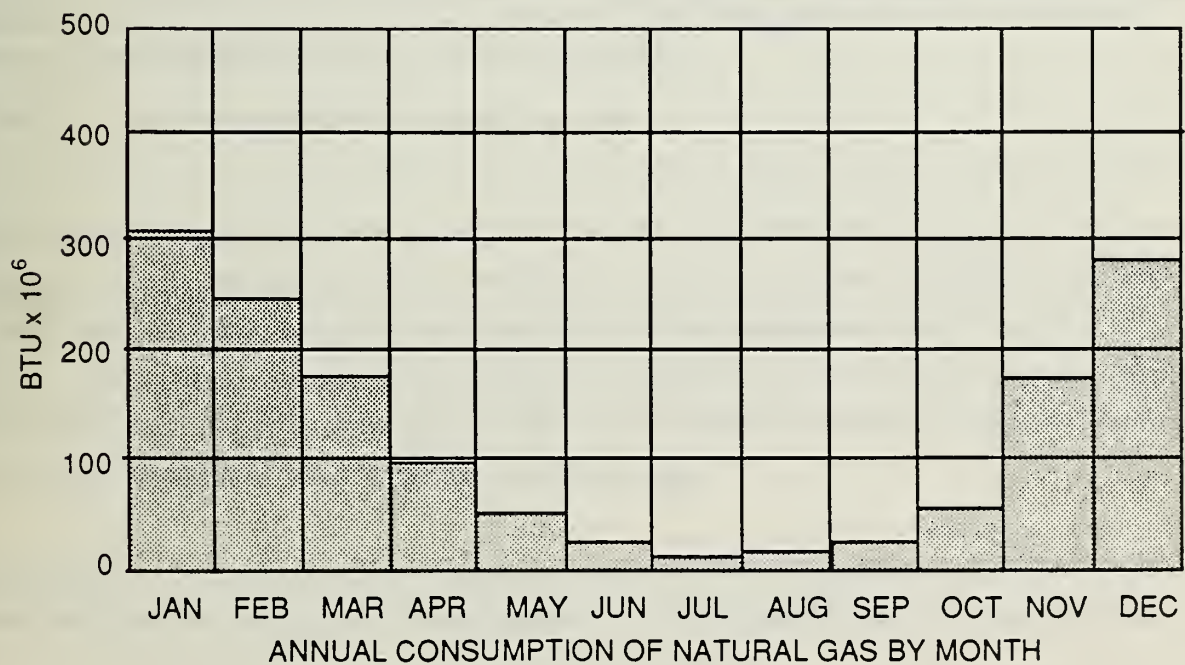
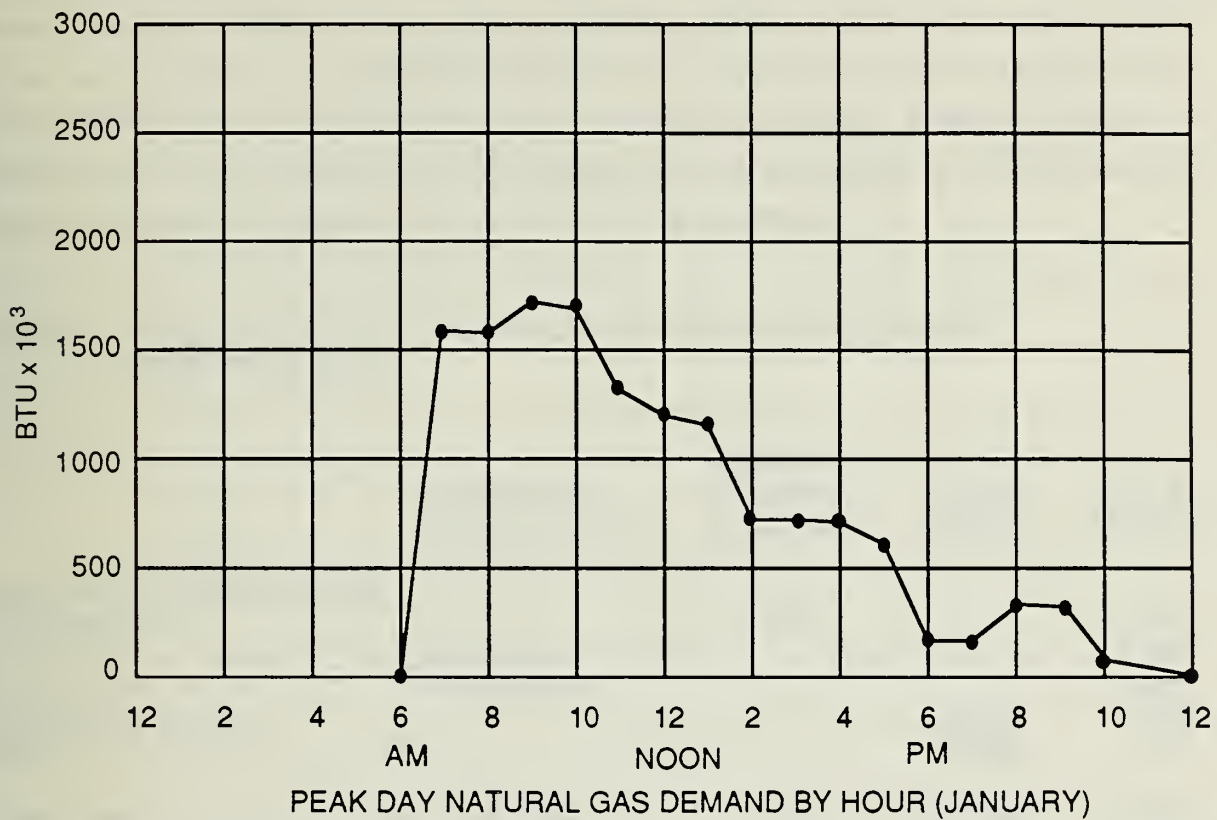


FIGURE 4

535 MISSION

PROJECTED NATURAL GAS DISTRIBUTION

SOURCE: GLUMAC & ASSOCIATES

annually, as indicated in Table 2. These figures were calculated based on data contained in the Downtown Plan EIR. The total annual transportation energy demand, converted with at-source factors to a common thermal energy unit, would be about 18 billion Btu, the energy equivalent of 3,500 barrels of oil. This projected use is based upon the mix of highway vehicles in California in 1987. Vehicle fuel use is expected to decrease as the vehicle fleet becomes more efficient and fuel more expensive.

TABLE 2: PROJECT-RELATED ANNUAL TRANSPORTATION ENERGY CONSUMPTION/1/

	<u>Electricity</u> <u>(kilowatt hours)</u>	<u>Gasoline</u> <u>(Thousands</u> <u>of Gallons)</u>	<u>Diesel</u> <u>(Gallons)</u>	<u>Total Btu</u> <u>(Millions)</u>
Auto/Taxi/Jitney/Motorcycle/ Charter Bus		49.8		6,210
BART	0.8 million			8,000
Muni Electric	0.1 million			1,000
Regional Bus Systems			15,760	2,500
SPRR			2,600	420
Project Total	0.9 million	49.8	18,360	18,130

/1/ The methods used to calculate these figures are described in detail in the Downtown Plan EIR, EE81.3, certified October 18, 1984, Appendix N, and the associated data are contained in Table No. 6 of that document. Calculations are also based on vehicle miles traveled (see calculations for the project on file at the Department of City Planning, Office of Environmental Review, 450 McAllister St.).

SOURCE: Environmental Science Associates, Inc.

Projections of electrical use for growth that would occur under the Downtown Plan, as analyzed in the Downtown Plan EIR, indicate an increase of about 330-350 million kWh per year between 1984 and 2000, as a result of all new development occurring in the C-3 district. Natural gas consumption is expected to increase by 470 million cubic ft. (about five million therms) per year during the same time period, of which 210 cubic ft. (about two million therms) per year would be for office uses.

Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other

sources, such as cogeneration, wind and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.

The Downtown Plan EIR concluded that energy consumption resulting from development in the C-3 districts under the Downtown Plan would not be significant and that conclusion remains valid for the future and project conditions. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister St., 6th Floor; the San Francisco Main Library; and various branch libraries.

This topic, energy impacts, requires no further analysis and will not be discussed in the EIR.

Average water use is projected to be 20,200 gallons per day. This demand could be accommodated by existing supplies. This topic will not be discussed in the EIR.

NOTES - Energy

/1/ Existing energy use is based on PG&E customer billings for 1984; at-source thermal energy, given in British thermal units (Btu), is based on information received from PG&E, Technical Service Department, May 10, 1984.

/2/ The British thermal unit (Btu) is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea level; all references to Btu in this report are "at-source" values. The term "at-source" means that adjustments have been made in the calculation of the thermal energy equivalent (Btu) for losses in energy that occur during generation, transmission, and distribution of the various energy forms, as specified in: ERCDC, 1977, Energy Conservation Design Manual for New Non-Residential Buildings, Energy Conservation and Development Commission, Sacramento, California, and Apostolos, J.A., W.R. Shoemaker, and E.C. Shirley, 1978, Energy and Transportation Systems, California Department of Transportation, Sacramento, California, Project #20-7, Task 8.

/3/ Hannon, B., et al., 1978, "Energy and Labor in the Construction Sector," Science 202:837-847.

/4/ San Francisco Department of City Planning, Downtown Plan EIR (EE81.3), certified October 18, 1984, Vol. 1, pp. IV.G.3-4.

Yes No Discussed

12. Hazards. Could the project:

- * a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?

___ X ___

- | | | | | |
|------|--|---|----------|----------|
| * b. | Interfere with emergency response plans or emergency evacuation plans? | — | <u>X</u> | <u>X</u> |
| c. | Create a potentially substantial fire hazard? | — | <u>X</u> | <u>X</u> |

The project would increase the daytime population in downtown San Francisco.

Employees in the proposed building would contribute to congestion if an emergency evacuation of the downtown area were required. An evacuation and emergency response plan would be developed as part of the proposed project (see p. 27). The project's emergency plan would be coordinated with the City's emergency planning activities. This mitigation measure is proposed as part of the project; therefore, this topic will not be discussed in the EIR.

The increased number of persons using the site would not substantially increase the fire hazard at the site as the project would conform to the Life Safety provisions of the San Francisco Building Code, and Title 24 of the State Building Code. The Fire Department has determined that no additional fire stations would be needed to serve cumulative development unless, and until, the most major proposals came on line (such as Rincon Point/South Beach and Mission Bay)./1/ Therefore, it is not anticipated that the project would create a substantial fire hazard and this issue will not be discussed in the EIR.

NOTE - Hazards

/1/ Edward Phipps, Assistant Chief, Support Services, Letter, July 9, 1984.

- | | | <u>Yes</u> | <u>No</u> | <u>Discussed</u> |
|------|--|------------|-----------|------------------|
| 13. | <u>Cultural</u> . Could the project: | | | |
| * a. | Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study? | <u>X</u> | — | <u>X</u> |
| * b. | Conflict with established recreational, educational, religious or scientific uses of the area? | — | <u>X</u> | — |
| c. | Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code? | — | <u>X</u> | <u>X</u> |

Archival research was conducted regarding the possibility of encountering artifacts on the site./1/ The project site was filled rather than cut, and has been developed since the 1850s. A strong possibility exists that archaeological remains from the Gold Rush Period could be encountered on the site; such a find could be considered of potential

archaeological and historic significance. Excavation for the proposed project would extend to about the same depth as existing basements on the site. Cultural resources will be discussed in the EIR.

The two buildings on the site would be demolished for the project. The 535-539 Mission St. (Goodyear) building is rated "C" by the Foundation for San Francisco's Architectural Heritage in its Splendid Survivors survey of historical or architecturally significant buildings in Downtown San Francisco. The building is not rated by the Department of City Planning 1976 architectural survey. It is not designated as a contributory or significant building in the Downtown Plan. The building at 531 Mission St. is not rated by either the City or Heritage, nor is it designated as a significant or contributory building in the Downtown Plan.

The Downtown Plan New Montgomery - Second Conservation District includes the buildings facing Second St. on the west face of the project block, about one-half block from the site. The project site is outside the boundaries of this district.

The project, in combination with other development proposed and under construction in the vicinity, would change the architectural setting. This topic will be discussed in the EIR.

NOTE - Cultural

/1/ Allen Pastron, Archeo-Tec, Consulting Archaeologists, April 30, 1985, "Cultural Resources Evaluation of Five South of Market Parcels, San Francisco." This report is on file and available for public review at the Office of Environmental Review, 450 McAllister St.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
C. OTHER			
Require approval of permits from City Departments other than Department of City Planning or Bureau of Building Inspection, or from Regional, State or Federal Agencies?	—	<u>X</u>	—

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
D. MITIGATION MEASURES				
1. If any significant effects have been identified, are there ways to mitigate them?	<u>X</u>	—	—	<u>X</u>
2. Are all mitigation measures identified above included in the project?	—	<u>X</u>	—	<u>X</u>

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and also including other measures which would be, or could be, adopted to reduce potential adverse effects of the project as identified in the EIR.

Visual Quality

- In order to reduce obtrusive light or glare, the project sponsor would use no mirrored glass on the building.

Operational Noise

- As recommended by the Environmental Protection Element of the San Francisco Master Plan, an analysis of noise reduction measurements would be prepared by the project sponsor and recommended noise insulation features would be included as part of the proposed building. For example, such design features would include fixed windows and climate control.

Construction Air Quality

- The project sponsor would require the general contractor to sprinkle demolition sites with water continually during demolition activity; sprinkle unpaved construction areas with water at least twice per day to reduce dust generation by about 50%; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soil, sand, and other such material; and sweep streets surrounding demolition and construction sites at least once per day to reduce TSP emissions. The project sponsor would require the general contractor to maintain and operate construction equipment so as to minimize exhaust emissions of TSP and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs (to reduce emissions) for equipment that would be in frequent use for much of a construction period.

Geology/Topography

- A detailed foundation and structural design study would be conducted for the building by a California-licensed structural engineer and a geotechnical consultant. The

project sponsor would follow the recommendations of these studies during the final design, excavation and construction of the project.

- If dewatering were necessary, any groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the stormdrain/sewer lines.
- Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service under the street would be borne by the contractor.

Water Quality

- See the second measure under Geology/Topography, above, for mitigation proposed to prevent sediment from entering storm sewers.

Energy

- The project would be more energy efficient than required by State Administrative Code Title 24. To conserve electric energy, the project would include multiple light-switching; a variable air volume air conditioning system; and an outside-air/return-air economizer cycle. A carbon monoxide monitoring system would control garage ventilation, to avoid unnecessary operation of fans.
- Natural gas would be used for space heating.

Other Measure(s)

- The sponsor is considering performing a thorough energy audit of the structure's actual energy use after the first year of occupancy and implementing all cost effective alterations to the structure's energy system identified in the audit. Results of the audit would be made available to the City. The decision whether to implement this measure would be made after completion of the building when energy use could be accurately measured and a determination of efficiency of energy consumption could be made. If it is determined that the dollar amount of energy savings that could be achieved through the alterations would cover the cost of installation, then this measure would be implemented by the sponsor.

Hazards

- An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.
- To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants concerning what to do in the event of a disaster.

E. MANDATORY FINDINGS OF SIGNIFICANCE

Yes No Discussed

- *1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?
- *2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

___ X ___
___ X ___

- | | | | | |
|-----|--|----------|----------|----------|
| *3. | Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.) | <u>X</u> | <u>—</u> | <u>X</u> |
| *4. | Would the project cause substantial adverse effects on human beings, either directly or indirectly? | <u>—</u> | <u>X</u> | <u>—</u> |
| *5. | Is there a serious public controversy concerning the possible environmental effect of the project? | <u>—</u> | <u>X</u> | <u>—</u> |

The project would contribute to cumulative effects in the areas of transportation and air quality. The EIR will incorporate by reference the analyses for air quality and transportation contained in the Downtown Plan EIR. Those analyses remain current and valid for future and project conditions.

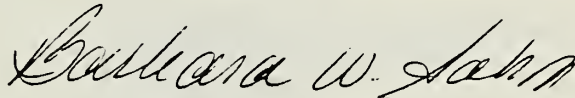
F. DETERMINATION THAT A TIERED EIR IS REQUIRED

In light of the discussion in this Initial Study, a tiered EIR is required for this project pursuant to the requirements of Section 21094(b) as follows:

1. The project would be consistent with the Downtown Plan, policies and ordinances for which a Final EIR (EE 81.3) was certified October 18, 1984;
2. The project would be consistent with applicable local land use plans and zoning pursuant to the Downtown Plan and Planning Code, with allowable exceptions; and,
3. Section 21166 does not apply.

G. ON THE BASIS OF THIS INITIAL STUDY:

- ☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers ___ in the discussion, have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and a tiered ENVIRONMENTAL IMPACT REPORT is required.



Barbara W. Sahm
Environmental Review Officer

for

Dean L. Macris
Director of Planning

Date: 3/21/06

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Tenants and Owners Development Corp.
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KSW Properties

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